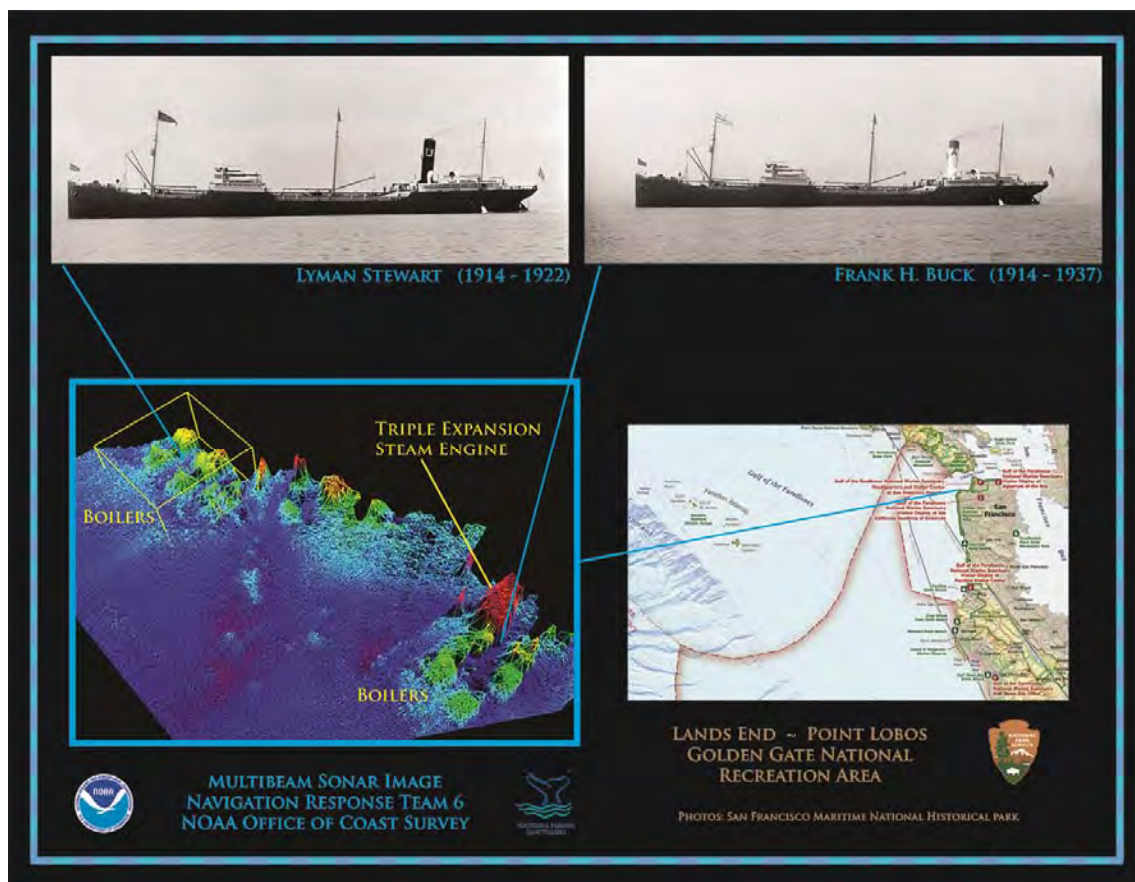


## Surveying the Underwater Museum off the Gulf of the Farallones National Marine Sanctuary and Golden Gate at San Francisco Media Photos – Captions - Credits



Hundreds of shipwrecks have occurred off the Gulf of the Farallones National Marine Sanctuary and at the entrance to the Golden Gate, as recorded by George Davidson of the U.S. Coast and Geodetic Survey. Credit: NOAA Gulf of the Farallones National Marine Sanctuary

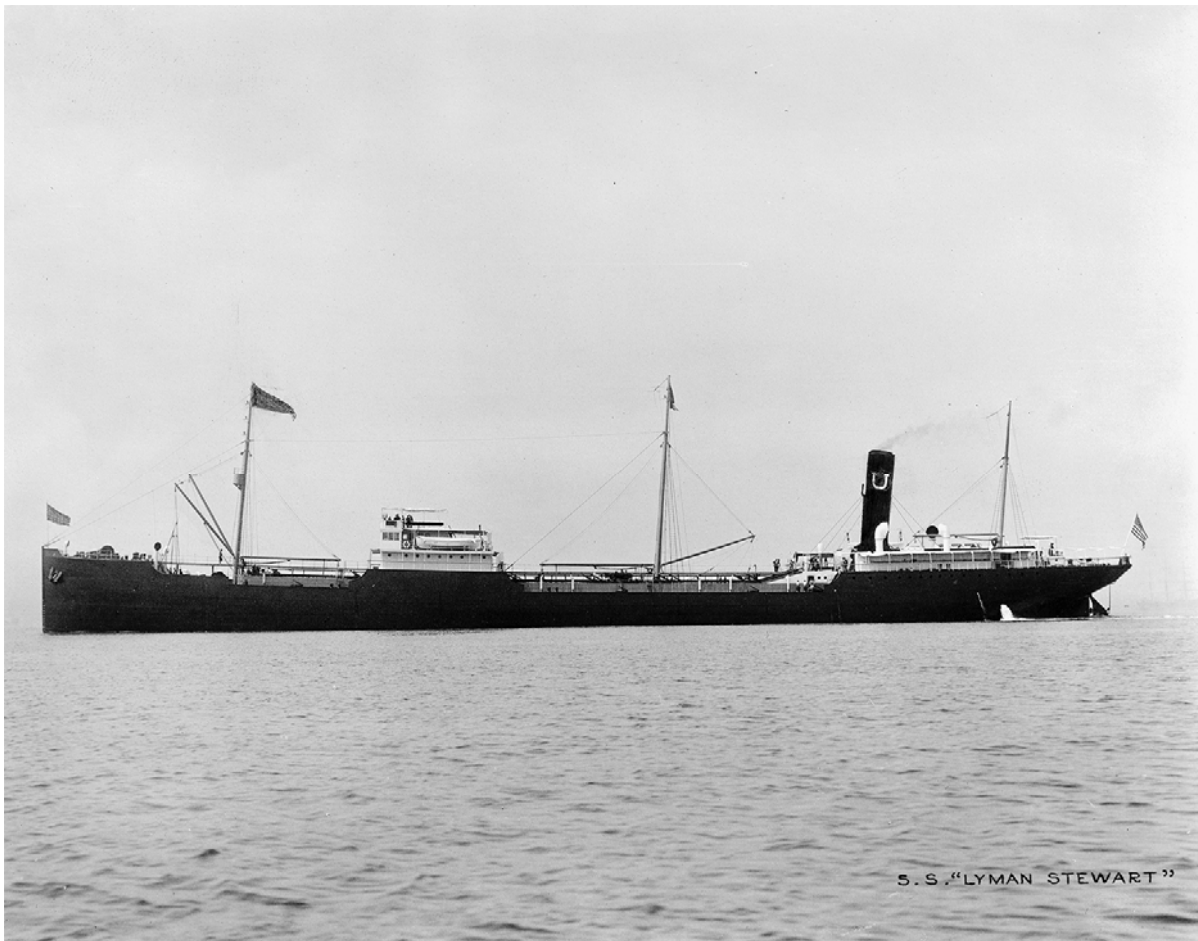




NOAA Office of Coast Survey's Navigation Response Team 6 (NRT6) multibeam sonar survey of the tanker vessels *Frank H. Buck* and *Lyman Stewart* wrecked at Lands End in the entrance to the Golden Gate. The *Buck* and *Stewart* were sister ships, born and died together at the same location 15 years apart. Credit NOAA Gulf of the Farallones National Marine Sanctuary



Present day photo of Lands End at Point Lobos with the Golden Gate in the distance where the tanker vessels *Frank H. Buck* (1937) and *Lyman Stewart* (1922) wrecked. At low tide the triple expansion engines are visible. Photo: Robert V. Schwemmer NOAA



Tanker vessel *Lyman Stewart* shortly after her launching on October 31, 1914 at the Union Iron Works of San Francisco. The 5919 gross-ton, 427-foot long tanker was built for the Union Oil Company of California. Credit: San Francisco Maritime National Historical Park\_P83-142a.1.771gl



Tanker vessel *Lyman Stewart* stranded at Lands Ends, Point Lobo after a colliding in fog with the SS *Walter A. Luckenbach* on October 10, 1922. Credit: San Francisco Maritime National Historical Park\_A3.3.325p





Tanker vessel *Lyman Stewart* stern and bow sections, a common sight for the passengers on board the Los Angeles Steamship Company passenger steamer passing Mile Rock. Credit: Robert V. Schwemmer Maritime Library



Tanker vessel *Frank H. Buck* shortly after her launching on August 21, 1914 at the Union Iron Works of San Francisco. The 6077 gross-ton, 427-foot long tanker was built for the Tide Water Associated Oil Company. Credit: San Francisco Maritime National Historical Park\_P83-142a. 1.666g/



Tanker vessel *Frank H. Buck* partially submerged after colliding with the SS *President Coolidge* in fog off Lands End, Point Lobos on March 6, 1937. Off in the distance is the shipwrecked freighter *Ohioan* that stranded in fog off Point Lobos near Seal Rocks on October 07, 1936.  
Credit: San Francisco Maritime National Historical Park\_A3.26.151N



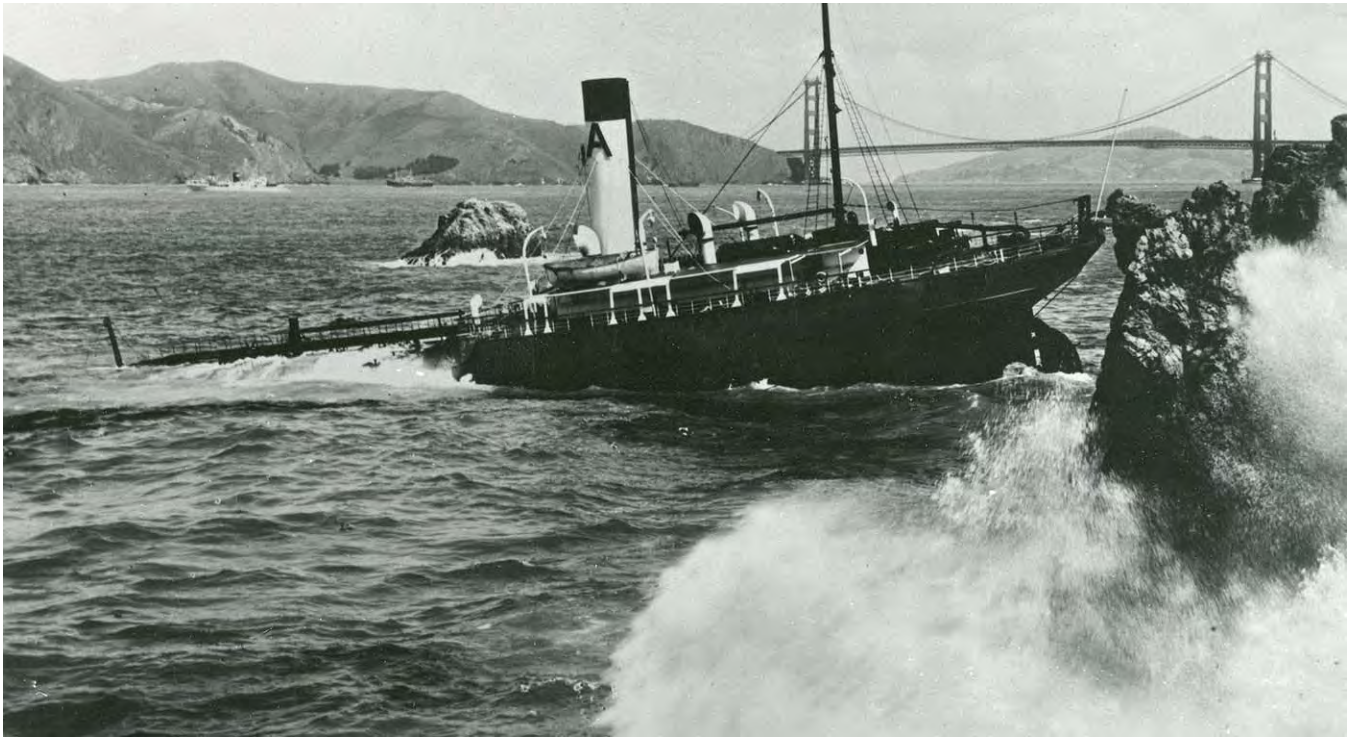
Tanker vessel *Frank H. Buck*, owned by Tide Water Associated Oil Company, down by the bow after the collision with SS *President Coolidge* on March 6, 1937. Credit: Robert V. Schwemmer Maritime Library



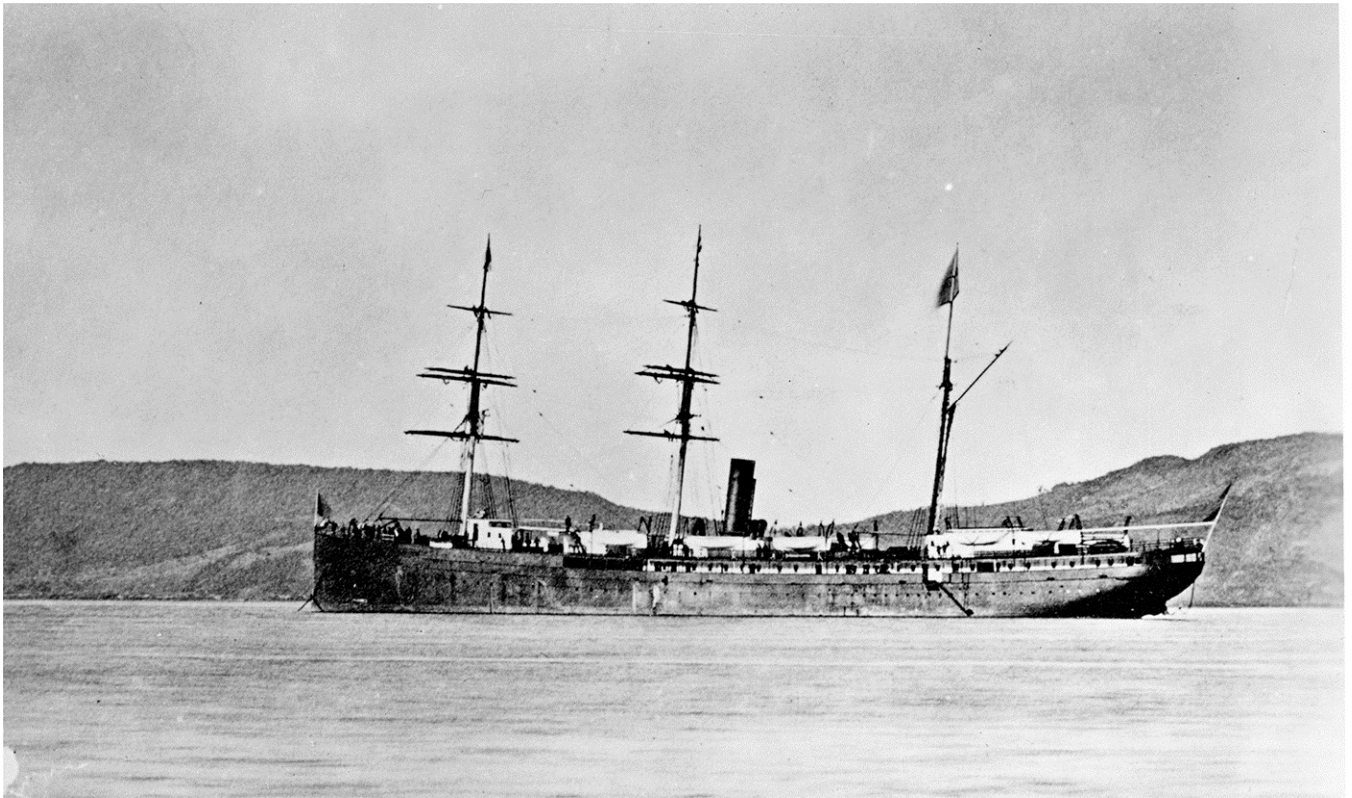


Tanker vessel *Frank H. Buck* stern section, only a single mast remains, the funnel had succumbed to the ocean swells that frequent the entrance to the Golden Gate. Credit: Robert V. Schwemmer Maritime Library





Tanker vessel *Frank H. Buck* stern section separated from the bow during a storm and was pushed inshore near the cliff face at Lands End.  
Credit: Robert V. Schwemmer Maritime Library

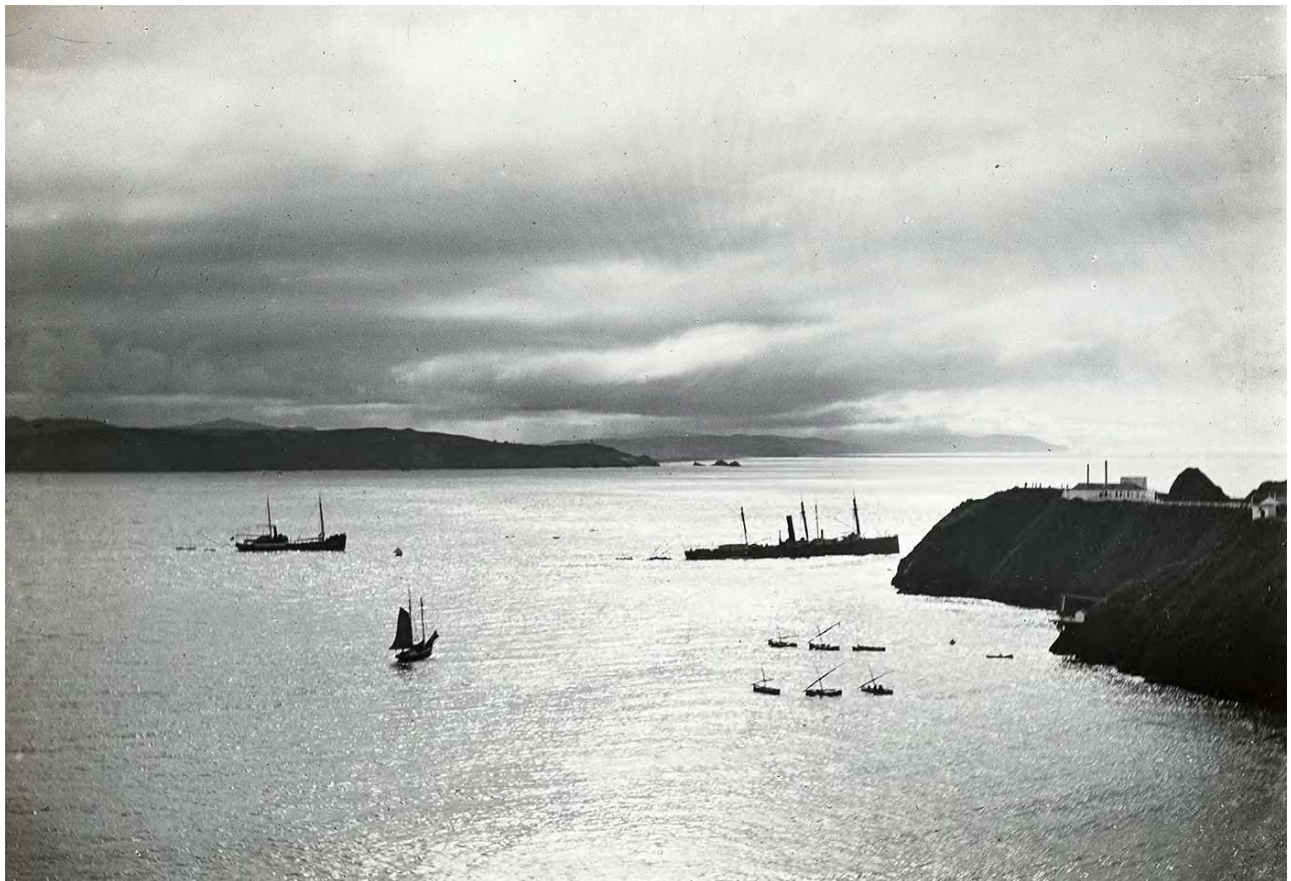


Passenger cargo steamship *City of New York* was built in 1875 by John Roach and Son at Chester, Pennsylvania. The iron-hull ship's gross tonnage was 3019 and registered length was 339-feet. Credit: San Francisco Maritime National Historical Park\_B06.2.959n



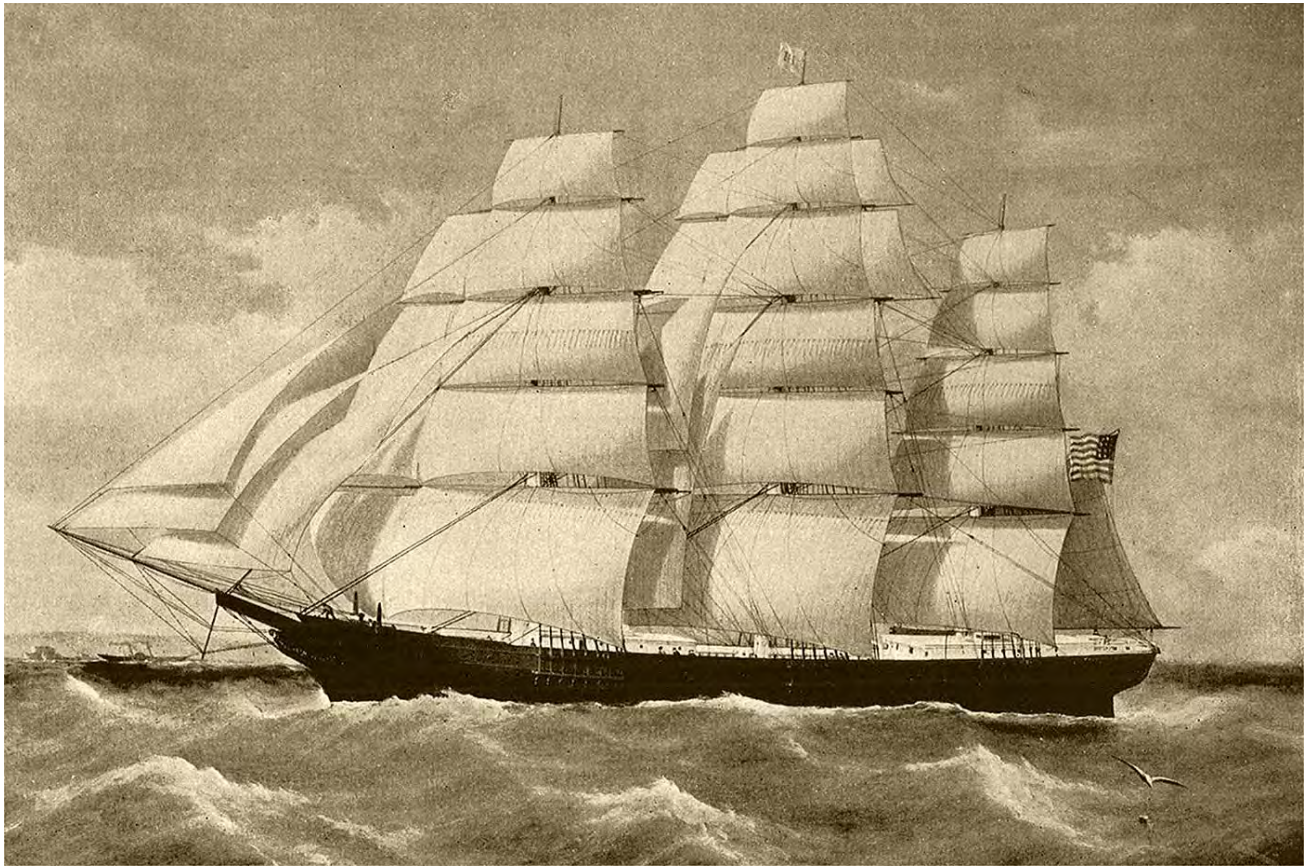


Pacific Mail Steamship Company owned passenger cargo steamship *City of New York* went ashore in fog at Point Bonita on October 26, 1893. An extensive salvage operation soon followed the stranding event as seen in this photo. Credit: San Francisco Maritime National Historical Park\_ A3.26.492gs



Passenger cargo steamship *City of New York* ashore on the rocks off Point Bonita on October 26, 1893. Credit: San Francisco Maritime National Historical Park\_ B3.29.001gs



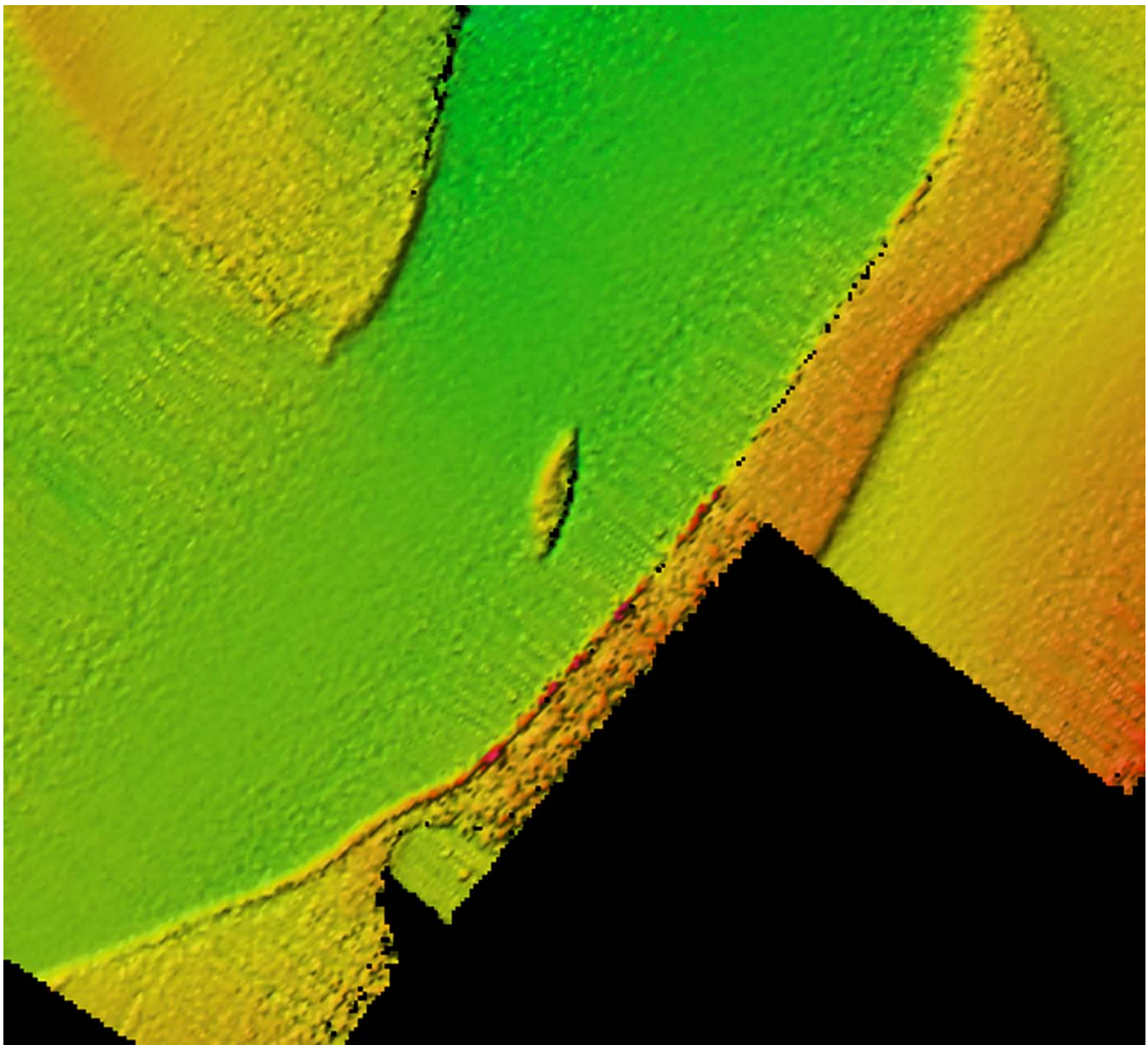


**Noonday**, a medium clipper ship of 1177 tons was built in Portsmouth, New Hampshire in 1855 by Fernald and Petigrew for her owner Henry Hastings of Boston. On January 1, 1863, **Noonday** was approaching San Francisco harbor when the vessel struck a rock off the Farallon Islands and foundered *Credit: Publication Old Sailing Ships of New England*



U.S. Coast Survey Chart circa 1865 (cropped) "Point Pinos to Bodega Head" with official name Noonday Rock for the pinnacle the clipper ship **Noonday** struck on New Year's Day 1863. *Credit: U.S. Office of Coast Survey*





Multibeam image of the wreck of the clipper ship *Noonday*. The wreck lies just beneath the surface of the mud nearly 300 feet deep, close to where the ship's captain and crew reported they abandoned their rapidly sinking vessel. *Credit: U.S. Office of Coast Survey*





Ship's bell from the shipwreck *Noonday* recovered by Captain John Tarantino of the fishing trawler *Junta* while fishing off the Farallon Islands in 1934. The bell was found entangled in the fishing net. Credit: San Francisco Maritime National Historical Park\_ SAFR-12979



GLIDDEN & WILLIAMS'



San Francisco!

THE SUPERIOR FIRST CLASS CLIPPER SHIP

**NOONDAY**

WILLIAM BROCK.....COMMANDER.

To Sail on or before TUESDAY, January 13.

The Noonday is now in berth and will sail as above. No Freight taken after her advertised day. Shippers will oblige by sending forward their engagements promptly.

*To be followed by the First Class Clipper Ship*  
**SOUTHERN CROSS.**

FOR FREIGHT OR PASSAGE APPLY AT THE

California Packet Office, 39 Lewis Wharf.

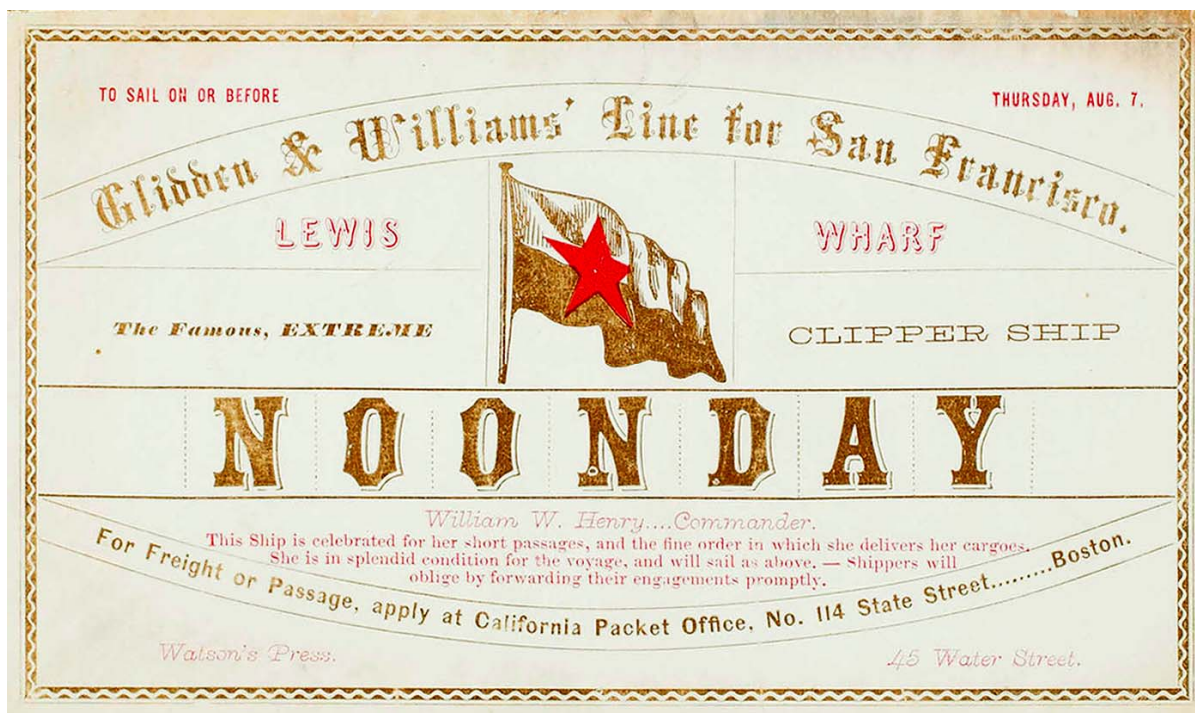
Agents at San Francisco, Messrs. Flint Peabody & Co

Watson's Press, 25 Doane Street.

Clipper ship card for the clipper ship *Noonday*. At the time when the competition between various sailing ship lines was at its height, with the challenge of the steamship soon to be felt, the merchants and owners began to issue colorful cards to advertise the sailings of their vessels.

Credit: Phillips Library of the Peabody Essex Museum MMS 470 Salem, MA



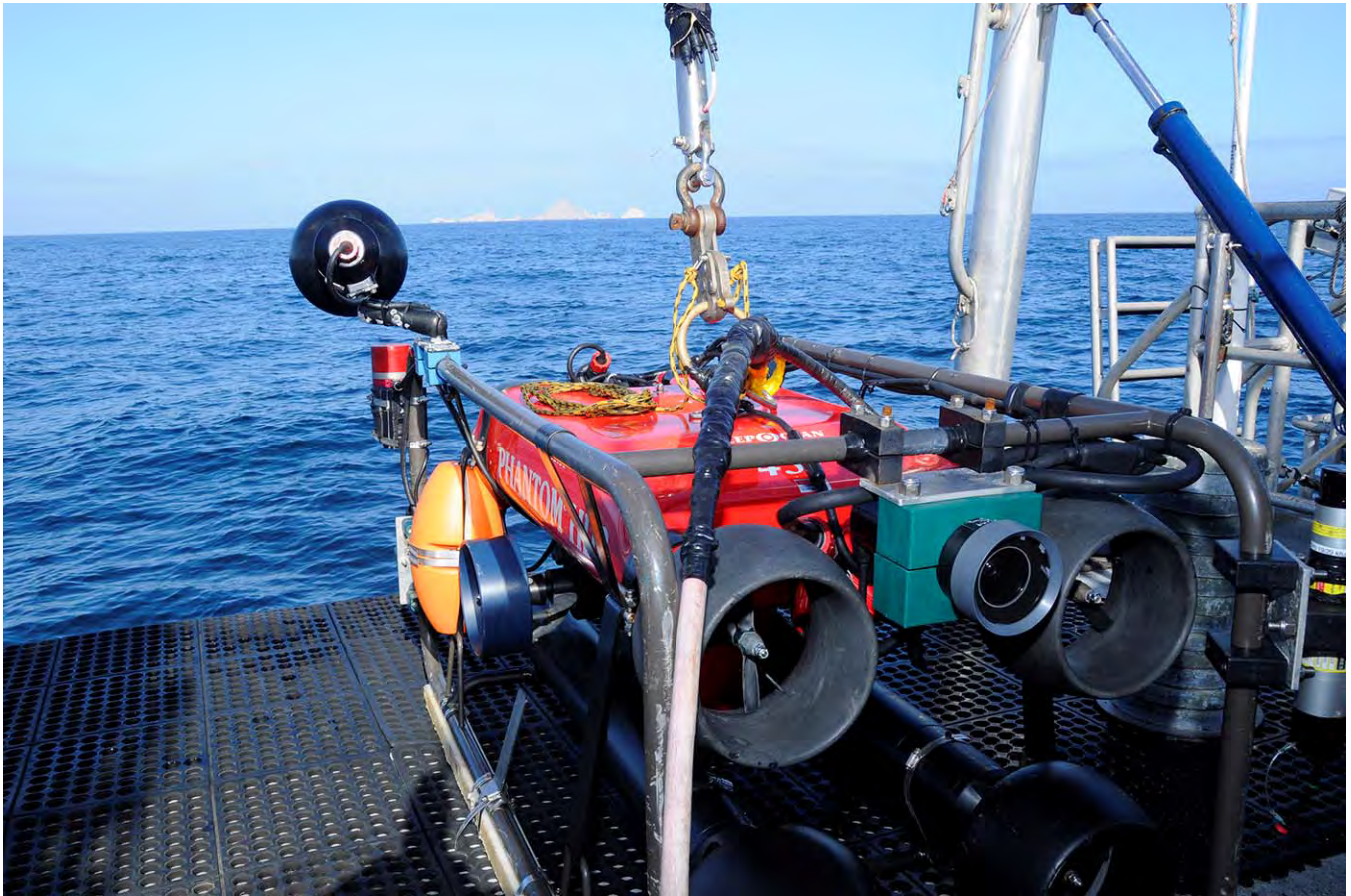


Clipper ship card for the clipper ship *Noonday*. At the time when the competition between various sailing ship lines was at its height, with the challenge of the steamship soon to be felt, the merchants and owners began to issue colorful cards to advertise the sailings of their vessels.  
Credit: Phillips Library of the Peabody Essex Museum MMS 470 Salem, MA



R/V *Fulmar* with Phantom Remotely Operated Vehicle (ROV) on board off the Farallon Islands. Photo: Robert Schwemmer NOAA



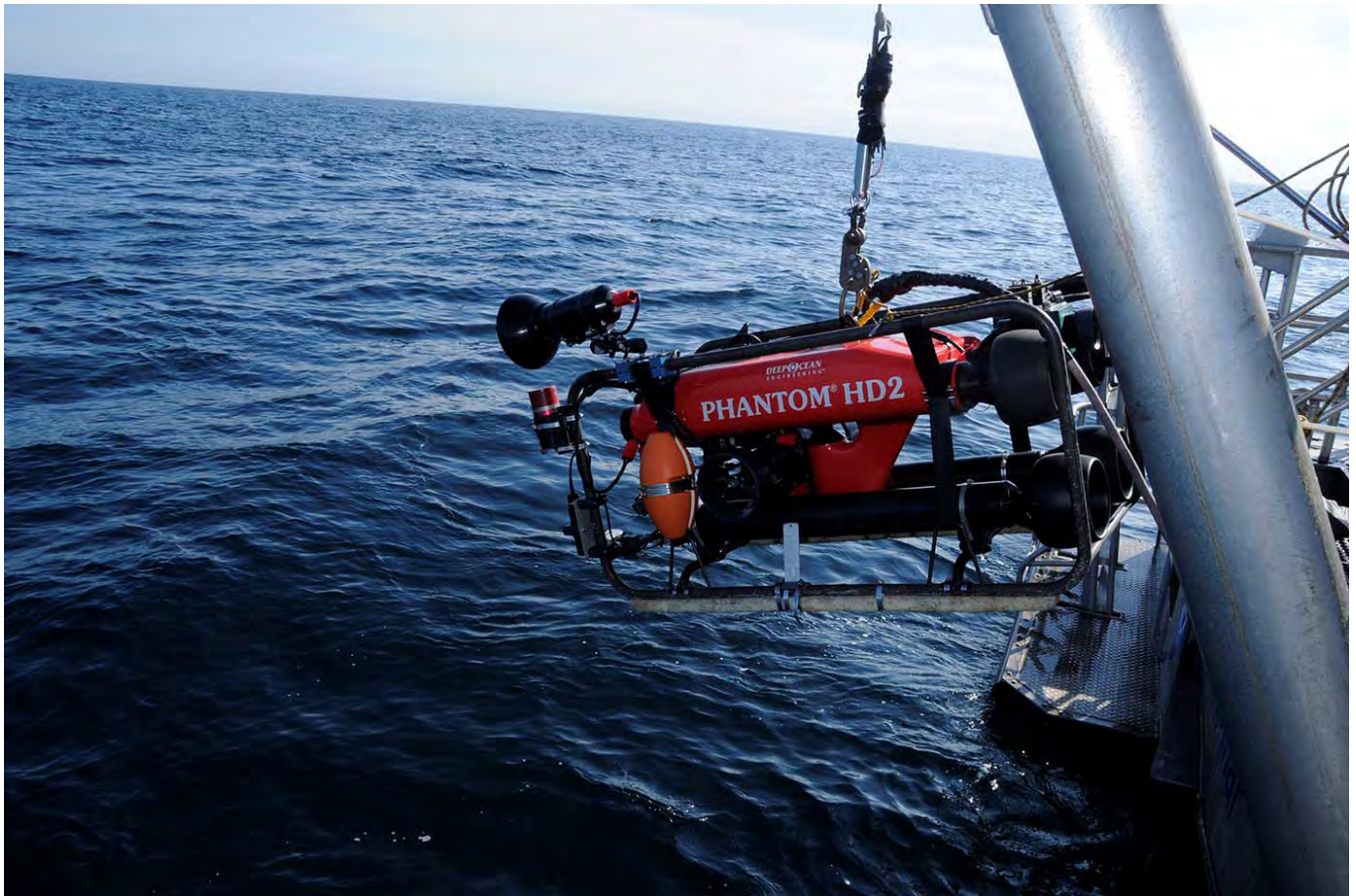


**R/V Fulmar with Phantom Remotely Operated Vehicle (ROV) on board pre-dive. Photo: Robert Schwemmer NOAA**



**R/V Fulmar with Phantom Remotely Operated Vehicle (ROV) being launched. Photo: Robert Schwemmer NOAA**





R/V *Fulmar* with Phantom Remotely Operated Vehicle (ROV) being launched. Photo: Robert Schwemmer NOAA

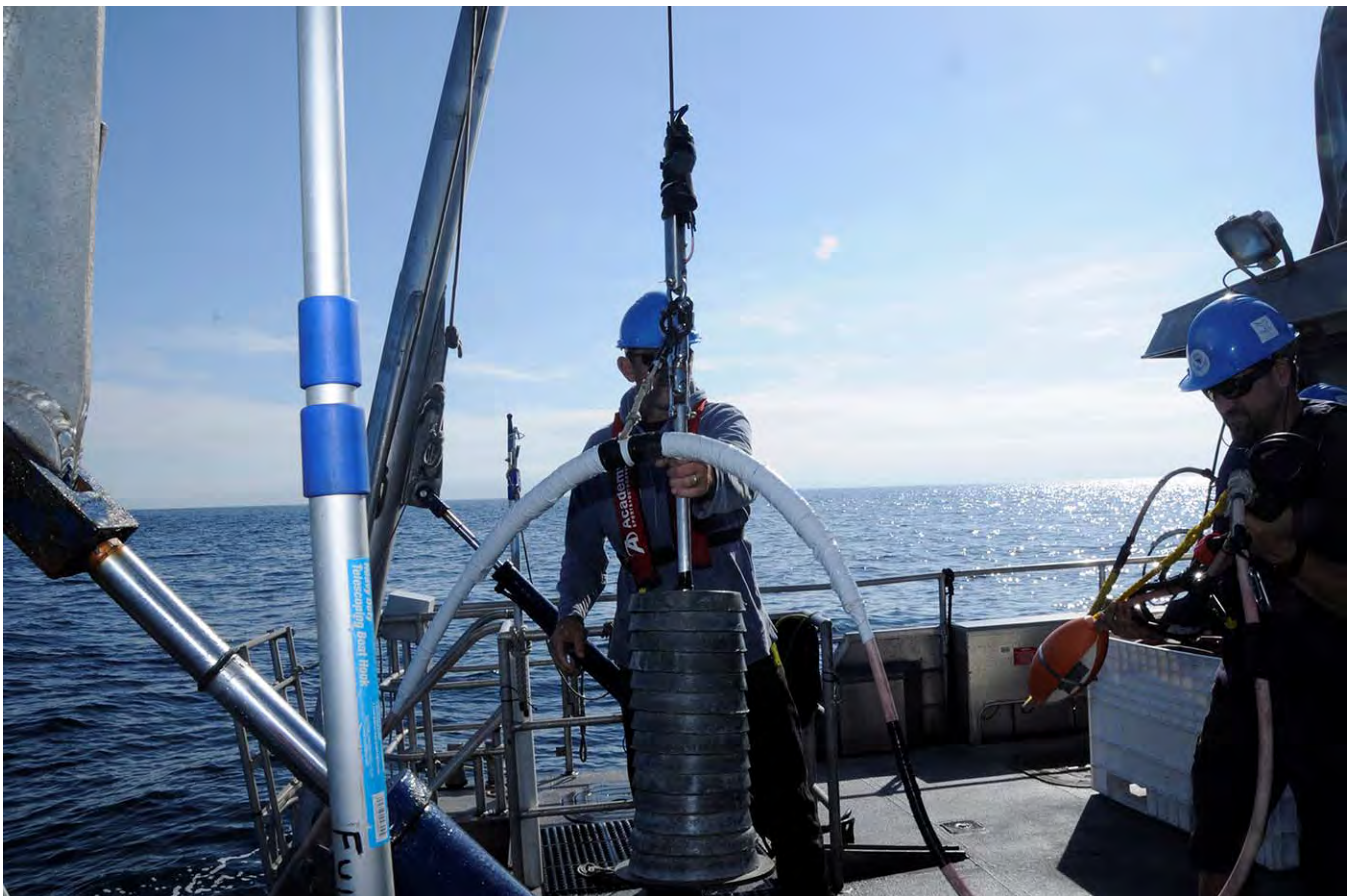


R/V *Fulmar* with Phantom Remotely Operated Vehicle (ROV) launched. Photo: Robert Schwemmer NOAA





**R/V Fulmar with Phantom Remotely Operated Vehicle (ROV) launched. Photo: Robert Schwemmer NOAA**



**R/V Fulmar with Phantom Remotely Operated Vehicle (ROV) clump weight. Photo: Robert Schwemmer NOAA**





Marine archaeologists Robert Schwemmer and Dr. James Delgado, co-principal investigators for the maritime heritage expedition, review live ROV video footage of the mystery shipwreck tug on board the NOAA research vessel *Fulmar*. Photo: NOAA



Marine archaeologist Robert Schwemmer reviewing live ROV video footage of the mystery shipwreck tug on board the NOAA research vessel *Fulmar*. Photo: NOAA





Marine archaeologist Dr. James Delgado reviewing live ROV video footage of the shipwreck SS *Selja* on board the NOAA research vessel *Fulmar*. Photo: NOAA



ROV science team; pilots Ian Griffith (left) and Michael Carver (right) on board the NOAA research vessel *Fulmar*. Photo: NOAA



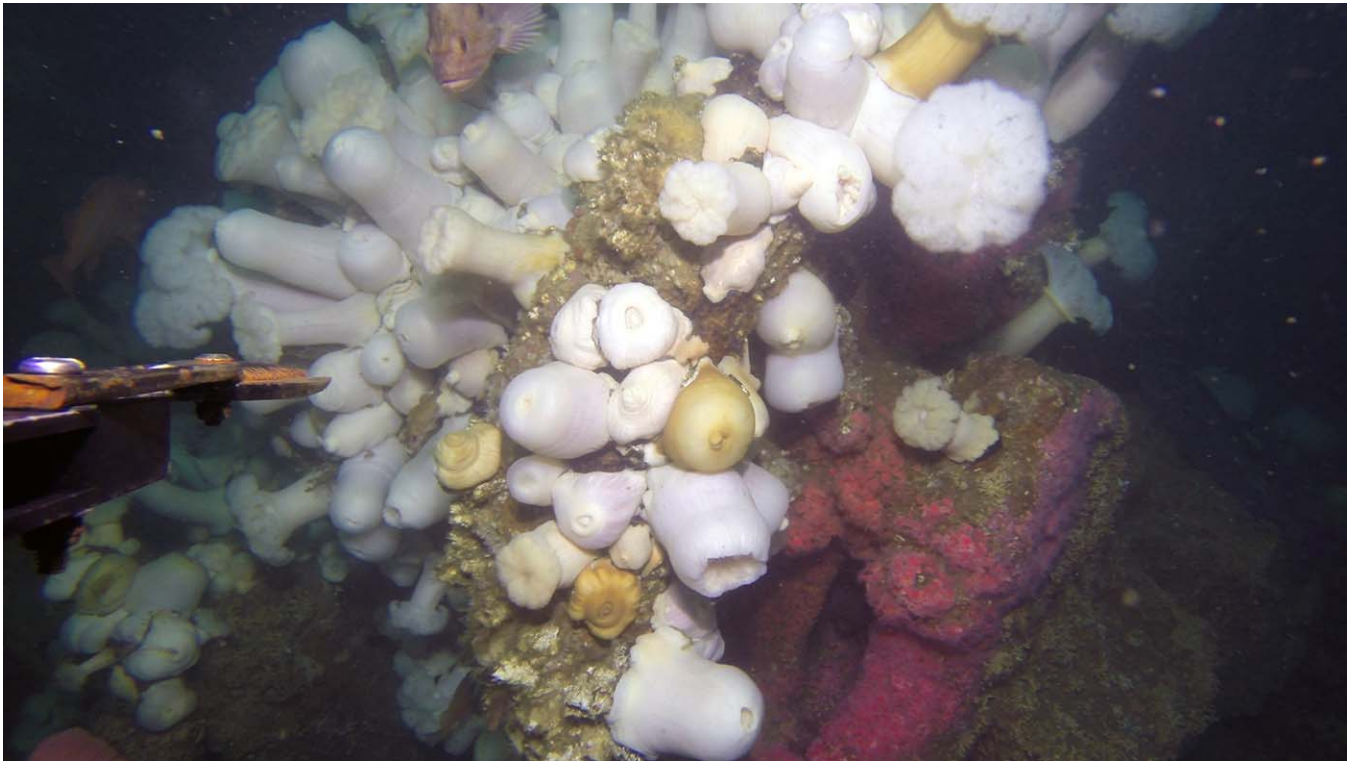


Port bow and stem of the shipwrecked tug recently located off Southeast Farallon Island, in the Gulf of the Farallones National Marine Sanctuary. Octopus, Canary rockfish and sea anemones inhabit the shipwreck. *Photo: NOAA*



Four-bladed propeller of the shipwrecked tug recently located off Southeast Farallon Island, in the Gulf of the Farallones National Marine Sanctuary. Canary rockfish and sea anemones inhabit the shipwreck *Photo: NOAA*



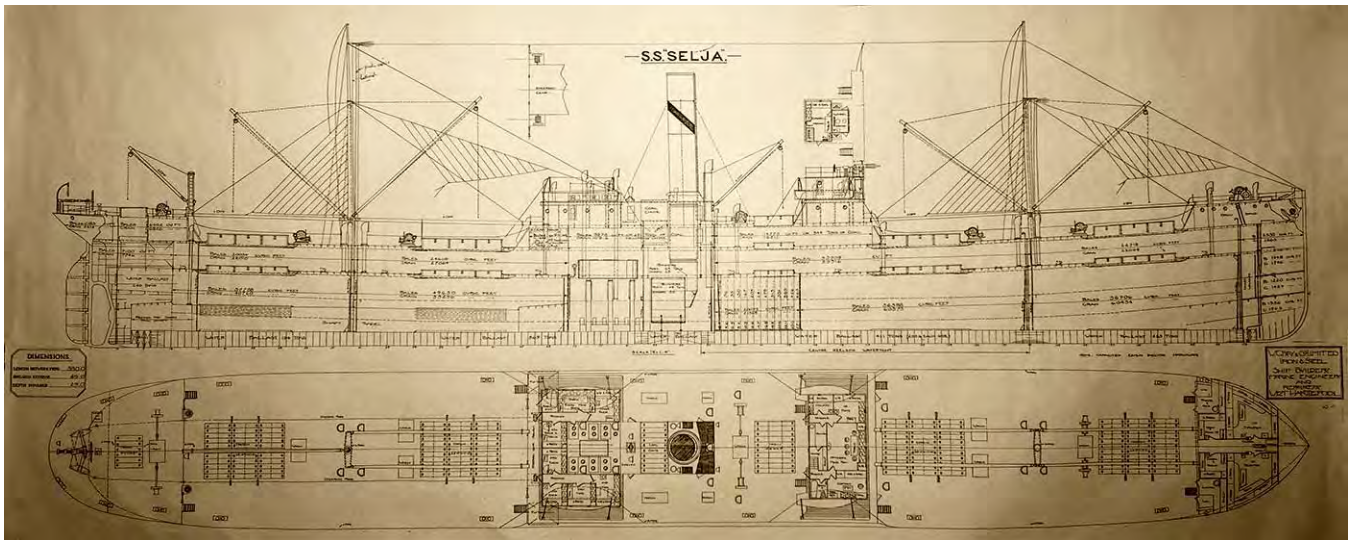


Towing winch located in the stern section of the shipwrecked tug recently located off Southeast Farallon Island, in the Gulf of the Farallones National Marine Sanctuary. *Photo: NOAA*



SS *Selja* under steam later lost in a collision with the SS *Beaver* off Point Reyes on November 22, 1910 in the Gulf of the Farallones National Marine Sanctuary. *Credit: San Francisco Maritime National Historical Park\_ P81\_052a\_393pl*





Ship's plans for SS Selja. Credit: Bruce Lanham Collection



Fishing gear entangled in the twisted hull of the shipwreck SS Selja lost in a collision with the SS Beaver off Point Reyes on November 22, 1910. Photo: NOAA





Motion picture film of San Francisco and the aftermath of the collision between the SS *President Coolidge* and MV *Frank H. Buck* circa 1937.  
*Credit: Hoover Institution Archives, Stanford University*